FORD ECOSPORT SPECIFICATIONS

PERFORMANCE AND ECONOMY

			Fuel consumption l/100 km (mpg) ØØ			Performance Ø		
Engine	Power (PS)	CO_2 (g/km)	Urban	Extra Urban	Combined	Max speed kph (mph)	0-100 kph 0-62 mph (sec)	50-100 kph 31-62 mph (sec)*
1.0-litre EcoBoost (5-speed manual)	125	125	6.6 (42.8)	4.7 (60.1)	5.4 (52.3)	180 (112)	12.7	12.8
1.5-litre Ti-VCT (5-speed manual)	112	149	8.1 (34.9)	5.2 (54.3)	6.3 (44.8)	172 (107)	13.3	20.3
1.5-litre Ti-VCT (6-speed automatic)	112	149	7.9 (35.8)	5.3 (53.3)	6.3 (44.8)	172 (107)	14.1	n/a
1.5-litre TDCi (5-speed manual)	95	115	4.8 (58.9)	4.3 (65.7)	4.4 (64.2)	160 (99)	14.0	13.1

*In 4th gear. ØFord test figures. ØØThe declared fuel consumption and CO_2 emissions are measured according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EC) 692/2008 as last amended. Fuel consumption and CO_2 emissions are specified for a vehicle variant and not for a single car. The applied standard test procedure enables comparison between different vehicle types and different manufacturers. In addition to the fuel efficiency of a car, driving behaviour as well as other non-technical factors play a role in determining a car's fuel consumption and CO_2 emissions. CO_2 is the main greenhouse gas responsible for global warming. Results in MPG also correspond to this European drive cycle and are stated in imperial gallons. The results may differ from fuel economy figures in other regions of the world due to the different drive cycles and regulations used in those markets

WEIGHTS AND DIMENSIONS

	Kerb weight (kg)#	Gross Vehicle Mass (kg)	Gross Train Mass (kg)	Max. Towable Mass (braked) (kg)	Max. Towable Mass (unbraked) (kg)	Max. Roof Load [kg]
1.0-litre EcoBoost 125PS 5-speed manual**	1337	1730	2480	750	675	40
1.5-litre Ti-VCT 110PS 5-speed manual**	1314	1705	2455	750	675	40
1.5-litre Ti-VCT 110PS 6-speed automatic**	1350	1740	2140	400	400	40
1.5-litre TDCi 90PS 5-speed manual**	1372	1760	2460	700	690	40

**Bodystyle without rear-mounted spare wheel

Represents the lightest kerbweight assuming driver at 75 kg, full fluid levels and 90% fuel levels, subject to manufacturing tolerances and options, etc., fitted

Towing limits quoted represent the maximum towing ability of the vehicle at its Gross Vehicle Mass to restart on a 12 per cent gradient at sea level. The performance and economy of all models will be reduced when used for towing. Nose weight limit is a maximum of 30 kg on all models. Gross Train Mass includes trailer weight

DIMENSIONS

Overall length including spare wheel (mm)	4273
Overall length without spare wheel	4017
Overall width with mirror / folded mirror / without mirrors	2057 / 1847 /1765
Overall height unladen (with base tyre)	1650
Overall height unladen (with base tyre and roof rails)	1633
Approach angle degree (unloaded vehicle)	21.0 degree
Departure angle (unloaded vehicle)	33.3 degree
Ramp break over angle (unloaded vehicle)	23.3 degree
Wheelbase (mm)	2519
Front track (mm)	1530
Rear track (mm)	1522
Luggage capacity (litres)	
5-seat mode - normal rear seat angle (laden to package tray) (L)	333
5-seat mode - range depending on rear seat angle (laden to package tray) (L)	310 - 375
2-seat mode (laden to roof) (L)	1238
Luggage Compartment dimensions (mm)	
Load opening height max	881
Load opening width max	1022
Max loading height (to roof / to tonneau cover)	1010 / 605
Loading width between wheelhouses	950
Loading length at floor to 2nd row	691
Loading length to 1stt row	1369mm @15.8 deg
Lift over height at curb load condition (unladen)	627
Fuel tank capacity (litres)	
Petrol (l)	52
Diesel (l)	52
Interior 1st row (mm)	
Headroom	1008
Legroom (maximum with seat in rearmost mid-height position)	1086
Shoulder room	1355
Interior 2nd row (mm)	
Headroom	971
Legroom (nominal with front seat in 95% SAE position)	956
Shoulder room	1302

STEERING AND SUSPENSION

System	Rack and Pinion with Electronic Power Assisted Steering (EPAS)
Turning circle (m)	10.6
Max steering wheel turns	2.65

CHASSIS

Front suspension	Independent McPherson struts with offset coils springs over gas filled dampers and L-shaped lower control arms mounted on separate reinforced cross-member sub-frame
Rear suspension	Torsion beam axle with progressive tracking control. Coil springs mounted under the floor with separate monotube shock absorbers

BRAKES

	Front	Rear
Braking	Hydraulically operated dual-circuit system with diagonal distribution. Vented front discs, rear self-adjusting drums. Electronic four-channel anti-lock braking system (ABS) with electronic brake-force distribution (EBD) and Emergency Brake Assist (EBA)	
Disc/Drum dimensions (mm)	278 x 23	227
Piston calliper dimensions (mm)	57	20.64

WHEELS & TYRES

	Wheels	**Tyres**
Standard	16” X 6”	205/60-R16 92H
Optional	17” X 6”	205/50-R17 93W

ENGINE DATA

		1.0-litre EcoBoost (125PS) 5-speed manual	**1.5-litre Ti-VCT (112PS) 5-speed manual**	**1.5-litre Ti-VCT (112PS) 6-speed PowerShift automatic**
Type		Inline three cylinder turbo petrol direct fuel injection and Ti-VCT, transverse	Inline four cylinder naturally aspirated petrol, port fuel injection, transverse	Inline four cylinder naturally aspirated petrol, port fuel injection, transverse
Displacement	cm^3	999	1499	1499
Bore	mm	71.9	79	79
Stroke	mm	82.0	76.4	76.4
Compression ratio		10.0:1	11.0:1	11.0:1
Max power	PS (kW)	125 (92)	112 (82)	112 (82)
	at rpm	6000	6300	6300

Max torque	Nm	170	140	140
	at rpm	1400-4000	4300	4300
Valve gear		DOHC with 4 valves per cylinder, twin independent variable cam timing	DOHC with 4 valves per cylinder, twin independent variable valve timing	DOHC with 4 valves per cylinder, twin independent variable valve timing
Cylinders		3 in line	4 in line	4 in line
Cylinder head		Cast aluminium	Cast aluminium	Cast aluminium
Cylinder block		Cast iron	Cast aluminium	Cast aluminium
Camshaft drive		Low friction Belt-in-Oil with dynamic tensioner	Belt driven cams with primary drive tensioner	Belt driven cams with primary drive tensioner
Crankshaft		Cast iron, 6 counterweights, 4 main bearings	Cast iron, 4 counterweights, 5 main bearings	Cast iron, 4 counterweights, 5 main bearings
Engine management		Bosch MED17 with CAN-Bus and individual cylinder knock control. FGEC Software	N/A	N/A
Fuel injection		High pressure direct fuel injection with 6 hole injectors	Low pressure port fuel injection	Low pressure port fuel injection
Emission level		Euro Stage 6	Euro Stage 6	Euro Stage 6
Turbocharger		Continental low inertia turbo	N/A	N/A
Lubrication system		Electronically controlled variable displacement oil pump for improved fuel economy	Crankshaft nose driven G-rotor oil pump	Crankshaft nose driven G-rotor oil pump
System capacity with filter	litres	4.1	4.4	4.4
Cooling system		Split cooling system with 2 thermostats	Block mounted centrifugal mechanical water pump and mechanical thermostat. Head mounted water outlet connector with ECT sensor.	Block mounted centrifugal mechanical water pump and mechanical thermostat. Head mounted water outlet connector with ECT sensor.
System capacity incl heater	litres	5.5	N/A	N/A
Transmission		Durashift 5-speed (iB5) manual	Durashift 5-speed (iB5) manual	PowerShift 6-speed dual clutch (DPS6) automatic
Gear ratios				
		5th 0.756 4th 0.951 3rd 1.281 2nd 1.926 1st 3.583 Reverse 3.615 Final Drive 4.25	5th 0.756 4th 0.951 3rd 1.281 2nd 2.038 1st 3.846 Reverse 3.615 Final Drive 4.563	6th 0.702 4.579 5th 0.867 4.579 4th 1,021 5.118 3rd 1.436 5.118 2nd 2.429 4.579 1st 3.917 4.579 Rev 3.508 5.118

DIESEL ENGINE

		1.5-litre TDCi (95PS) ECOnetic Technology
Type		Inline four cylinder turbo diesel, transverse
Displacement	cm^3	1498
Bore	mm	73.5
Stroke	mm	88.3
Compression ratio		16.0:1
Max power	PS (kW)	95
	at rpm	3750
Max torque	Nm	215
	at rpm	1750
Valve gear		DOHC with 2 valves per cylinder
Cylinders		4 in line
Cylinder head		Cast aluminium
Cylinder block		Cast aluminium
Camshaft drive		Timing belt (crankshaft to intake) with dynamic tensioner; Intake to exhaust chain with hydraulic tensioner
Crankshaft		Cast steel, 8 counter- weights, 5 main bearings
Engine management		Ford Common Rail Diesel Engine Management System
Fuel injection		Common rail direct fuel inj; 1600 bar injection pressure; 7-hole piezo-electric injectors
Emission control		Oxidation catalyst, water cooled EGR and standard cDPF
Emission level		Euro Stage 6
Turbocharger		Garrett fixed geometry turbocharger
Lubrication system		Pressure-fed lubrication system with full flow oil filter
System capacity	litres	3.8 with filter
Cooling system		Water pump with thermostat and valves, with thermal management system
System capacity	litres	5.8 incl heater
Transmission		Durashift 5-speed (iB5) manual
Gear ratios		
		5th 0.756 4th 0.951 3rd 1.281 2nd 1.926 1st 3.583 Reverse 3.615 Final Drive 3.61

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Note: The data information in this press release reflects preliminary specifications and was correct at the time of going to print. However, Ford policy is one of continuous product improvement. The right is reserved to change these details at any time.

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About Ford Motor Company

Ford Motor Company, a global automotive industry leader based in Dearborn, Michigan manufactures or distributes automobiles across six continents. With about 194,000 employees and 66 plants worldwide, the company's automotive brands include Ford and Lincoln. The company provides financial services through Ford Motor Credit Company. For more information regarding Ford and its products worldwide, please visit www.corporate.ford.com.

Ford of Europe *is responsible for producing, selling and servicing Ford brand vehicles in 50 individual markets and employs approximately 53,000 employees at its wholly owned facilities and approximately 67,000 people when joint ventures and unconsolidated businesses are included. In addition to Ford Motor Credit Company, Ford Europe operations include Ford Customer Service Division and 23 manufacturing facilities (15 wholly owned or consolidated joint venture facilities and 8 unconsolidated joint venture facilities). The first Ford cars were shipped to Europe in 1903 – the same year Ford Motor Company was founded. European production started in 1911.*

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